Aircrafts Lost by Indian Navy

2406. SHRI SWARAJ KAUSHAL: Will the Minister of DEFENCE be pleased to state:

(a) the number of aircrafts lost by the Indian Navy each year during the last three years;

(b) their makes and causes for their crash; and

(c) the steps taken by the Indian Navy to prevent these accidents?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) During the years 2000, 2001 and 2002, the number of aircrafts lost by Indian Navy were 'nil', 2 (two) and 2 (two) respectively.

(b) These lost aircrafts were, one Sea Harrier, one Kamov and two IL-38. Sea Harrier was lost during maintenance test flight due to a judgement error of air crew. The cause of the Kamov loss could not be determined since it crashed into sea during a maintenance test flight and both the pilots also perished with the aircraft. The cause of loss of the two IL-38 aircrafts was mid-air collision.

(c) The accidents were investigated by Naval Boards of Inquiry. Since the cause and classification of each accident was different, it implies that the accidents are not repetitive in nature. However, necessary directives have been issued for implementation of measures to prevent recurrence of accidents, based on the findings and recommendations of the Board of Inquiry.

Occupation of Peaks by Pakistani Troops

2407. SHRI SANTOSH BAGRODIA: Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that Pakistani troops have begun movement along the LoC and have occupied various peaks in the Northern Drass sector similar to the situation before the Kargil war;

(b) if so, whether there have been instances that Indo-Pak troops had exchanged fire at these places; and

(c) if not, whether the army is ready for retaliation in case similar

attempts of occupying Indian land are made by Pakistani troops rather than going in for a war like Kargil once again?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) and (b) Pakistani troops are not in occupation of any Indian Peak in Northern Drass Sector and there are no reports of any unusual movement by them along the Line of Control (LoC). Firing across the LoC is an ongoing phenomenon.

(c) Adequate military measures are in place to ensure necessary surveillance of the LoC and to maintain its sanctity.

Approval of GLR Plan of Murah Cantt. Gwalior

†2408. SHRIMATI MAYA SINGH: Will the Minister of DEFENCE be pleased to state:

(a) whether the GLR Plan of Murah Cantonment in district Gwalior has been approved by Government and if so, when it was approved;

(b) whether some land from wards 1 to 7 belongs to private party and if so, the location thereof;

(c) the reasons why the officers from cantonment prevent the construction of buildings and reasons why old houses are demolished without prior notice; and

(d) whether there is a provision to get lay out plans of cantonment sanctioned and if so, the reasons for not approving the lay out plans by the Cantonment Board, Gwalior for the last so many years?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) The GLR Plan of Morar Cantonment was approved by Deputy Director, Military Land and Cantonments, Headquarters, Central Command, *vide letter* No. 23707/LC3, dated 19.7.1978.

(b) The villages Lalitpura, Bansipura, Parasadipur, Suraiyapura, Tikoniya, Hardev Singh Ki Tal, Nibaspura, Kachhipura, Kashipura and Ghosipura are situated on private land in Ward No. 1 to 7.

(c) The residents of Cantonments are required to submit building application in terms of Section 179 of the Cantonments Act, 1924, to

†Original notice of the question was received in Hindi.